1/22/86 C6240-1

Business and commercial Aviation

THE WEEKLY OF BUSINESS AVIATION

Vol. 42 No. 3 January 20, 1986 Page 17

INSIDE

King Radio President Named.....Page 18
Command Becoming AA Eagle.....Page 19
Medical Kit Rule Issued.....Page 20
Business Aviation Briefs.....Page 21
Marketplace.....Page 24

DAVE COLLOGAN/EDITOR
KATHRYN BLEDSOE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

NTSB REPORTS GENERAL AVIATION HAD BEST SAFETY YEAR IN 1985

General aviation had its best safety year in 1985 and commuter air carriers also showed improvement, but nonscheduled air taxi operators recorded their worst year since 1981, according to figures released last week by the National Transportation Safety Board.

As indicated earlier by FAA statistics (BA, Jan. 6/1), NTSB said general aviation "significantly improved its record last year," achieving record lows in accident totals and rates. Number of accidents fell 8.9 percent to 2,742, number of fatal accidents decreased 10 percent to 490 and number of fatalities in general aviation accidents dropped 15.8 percent to 937—the first year general aviation recorded fewer than 3,000 total accidents and the first time fatalities were below the 1,000 mark (see related item on Page 21). At the same time the number of accidents was down, aircraft hours flown increased slightly, resulting in sharp drops in GA accident rates (see charts on the back of Pages 18-21).

Scheduled commuter air carriers operating under Part 135 had six fatal accidents that resulted in 35 fatalities in 1985, compared with seven fatal accidents and 48 fatalities in 1984. NTSB said there were 0.25 fatal commuter accidents last year in every 100,000 departures, adding that "this was a 3.8 percent reduction from 1984 and it matched the 1982 second lowest rate that commuters had achieved. Their record low was 0.13 in 1983 and their 10-year rate through 1984 was 0.473."

On-demand air taxis had more accidents and significantly higher numbers of fatal accidents and fatalities in 1985. Total accidents increased to 153 from 146 in 1984, the number of fatal accidents was up 52 percent to 35 and number of fatalities rose 48 percent to 77. As a result, the air taxi rate of 1.12 fatal accidents per 100,000 aircraft hours was up 49 percent over the rate of 0.75 per 100,000 hours in 1984.

U.S. air carrier operations (large aircraft in both scheduled and charter service) recorded their second worst year with 526 fatalities, second only to the 655 fatalities in 1977. Scheduled air carrier operations accounted for 197 of the total fatalities with four fatal accidents, resulting in a rate of 0.071 fatal accidents per 100,000 aircraft departures, compared with the 1984 rate of 0.019 per 100,000 departures. Their rate over the past 10 years has been 0.055.

There were three fatal U.S. charter accidents involving Part 121 carriers, resulting in 329 fatalities, including the 256 military personnel killed in the takeoff crash of an Arrow Airways DC-8 from Gander, Newfoundland in December. There were no fatal accidents involving U.S. charter carriers in 1984. The 1985 accidents produced a rate of 1.887 fatal accidents per 100,000 aircraft departures, while the 1976-84 rate was 0.483 fatal accidents per 100,000 departures.

PIAGGIO TO GO IT ALONE AFTER LEARJET OPTS OUT OF AVANTI PROGRAM

Italian aircraft manufacturer Rinaldo Piaggio (S.p.A) will continue development of the GP-180 Avanti aircraft by itself, following a decision by Gates Learjet Corp. to terminate its connection with the program. The decision by Learjet to cease its involvement in the Avanti program has been expected for months because of Learjet's slumping sales and financial problems.(BA, Sept. 30/106).

Learjet has been building the first three GP-180 fuselages and the first of those—which will be used for static tests—arrived in Genoa, Italy early this month and was mated with the wing, which was

(Continued on the following page)

PUBLISHED BY THE BUSINESS PUBLICATIONS DIVISION OF MURDOCH MAGAZINES, A DIVISION OF NEWS GROUP PUBLICATIONS INC. COPYRIGHT @ 1986 NEWS GROUP PUBLICATIONS INC. ALL RIGHTS RESERVED. REPRODUCTION IS STRICTLY PROHIBITED. SUBSCRIPTIONS: ONE YEAR $230. SIX MONTHS $138.

ACCIDENTS, FATALITIES, AND RATES
U.S. GENERAL AVIATION +
1975-1985

Year	Accidents		Fatalities #	Aircraft Hours Flown **	Accident Rates Per 100,000 Aircraft Hours	
	Total	Fatal			Total	Fatal
1975	3995	633	1252	28,799,000	13.87	2.20
1976	4018	658	1216	30,476,000	13.18	2.16
1977	4079	661	1276	31,577,508	12.92	2.09
1978	4216	719	1556	34,887,178	12.08	2.06
1979	3818	631	1221	38,641,268	9.88	1.63
1980	3590	618	1239	36,401,663	9.86	1.70
1981	3500	654	1282	36,803,200	9.51	1.78
1982	3231	589	1182	32,094,623	10.07	1.84
1983	3060	554	1081	31,047,548	9.86	1.78
1984	3011	545	1114	31,510,053	9.56	1.73
1985P	2742	490	937	32,023,000	8.56	1.53

P Preliminary data.

\+ All operations other than those conducted under 14 CFR 121 or 14 CFR 135.

\# Includes air carrier fatalities when in collision with General Aviation aircraft.

** Source of estimate: FAA.

ACCIDENTS, FATALITIES, AND RATES
U.S. AIR CARRIERS OPERATING UNDER 14 CFR 135
NONSCHEDULED OPERATIONS
(ON-DEMAND AIR TAXIS)
1975-1985

	Accidents				Accident Rates Per 100,000 Aircraft Hours	
Year	Total	Fatal	Fatalities	Aircraft Hours Flown *	Total	Fatal
1975	152	24	69	2,526,271	6.02	0.95
1976	137	31	100	2,703,203	5.07	1.15
1977	158	31	118	3,304,220	4.78	0.94
1978	198	54	155	3,545,753	5.58	1.52
1979	160	30	77	3,684,321	4.34	0.81
1980	171	46	105	3,617,724	4.73	1.27
1981	157	40	94	2,895,827	5.42	1.38
1982	132	31	72	3,256,763	4.05	0.95
1983	140	27	62	2,574,883	5.44	1.05
1984	146	23	52	3,079,007	4.74	0.75
1985P	153	35	77	3,131,000	4.89	1.12

P Preliminary data.

* Source of estimate: FAA

FATAL ACCIDENTS AND FATALITIES
U.S. AIR CARRIERS OPERATING UNDER 14 CFR 135
ALL SCHEDULED SERVICE
(COMMUTER AIR CARRIERS)
1985 (PRELIMINARY DATA)

Date	Location	Operator	Service	Aircraft	Fatalities				Total Aboard	Reported Type of Accident
					Pssgr	Crew	Other	Total		
2/4	Soldotna, AK	North Pacific Airways	Pasg/ Cargo	Beech 65	7	2	0	9	9	Collided with trees 1.5 miles from airport during VOR approach.
2/6	Altus, OK	Altus Airline	Pasg	Cessna 402B	1	1	0	2	2	Crashed during approach to emergency landing with engine fire.
4/26	New York, NY	New York Helicopter	Pasg	Aerospatiale SA-360C	1	0	0	1	8	Crashed into river, 50 feet from heliport, following takeoff.
7/18	San Juan, PR	Flamenco Airways	Pasg/ Cargo	Piper PA-32	0	0	1	1	2	Collided with vehicle, killing ground crewman.
8/25	Lewiston, ME	Bar Harbor Airlines	Pasg	Beech 99	6	2	0	8	8	Struck trees short and to the right of runway during instrument approach.
9/23	Grottoes, VA	Henson Aviation	Pasg	Beech 99	12	2	0	14	14	Flew into side of ridge during instrument approach.

BUSINESS AVIATION BRIEFS

NATIONAL TRANSPORTATION SAFETY BOARD report on 1985 accident statistics did not include a breakdown of corporate/executive accidents, but NTSB officials told BA there were 27 accidents, including 10 fatal accidents, that resulted in 22 fatalities last year. Robert Brieling, of Robert Brieling Associates of Dallas, said his compilation of 1985 corporate/executive accidents showed 25 accidents, including eight fatal mishaps that resulted in 20 fatalities. Brieling has been actively involved in safety matters and analysis of accident data for many years.

* * *

ORGANIZERS OF THE ASIAN AEROSPACE SHOW in Singapore are talking about an even larger exposition in 1988 than the one going on this month. Officials last week said they plan to double the size of the display area in 1988 and are seriously considering the possibility of having flight demonstrations.

* * *

FLIGHTSAFETY INTERNATIONAL said Friday that FAA has approved the company's Model 222 Bell Helicopter simulator for pilot training and checking under Part 135 of the Federal Aviation Regulations. The company said the Model 222 unit is the first helicopter simulator ever to receive FAA approval. Simulator was developed, designed and manufactured by FSI's Simulation System Division in Tulsa, Okla. It features a six degree of freedom motion base and full color digital visual display system. It is located at FSI's Bell Helicopter training center in Hurst, Texas. adjacent to Bell's headquarters facility.

* * *

SAAB AIRCRAFT OF AMERICA said Republic Express Airlines has ordered three additional SF-340 aircraft valued at $20 million, bringing the carrier's total order to eight aircraft. Three of the planes, which are configured for 30 passengers, have already been delivered and the remainder are scheduled for delivery this year. Republic Express feeds Republic Airlines flights at Memphis, Tenn. and Minneapolis, Minn.

* * *

IMPERIAL AIRLINES, Carlsbad, Calif., has temporarily ceased operations and apparently is being sold to an undisclosed buyer. A source within the company said President James Harmon is expected to stay on as a consultant. Veteran California commuter operator Hank Voss is reported to be in line to run the company when it resumes operations. Imperial operated routes linking Los Angeles, Bakersfield, Orange County, San Diego and Santa Barbara.

* * *

SIMMONS AIRLINES boarded 748,217 passengers in 1985, nearly double the 376,419 boarded in 1984. Simmons said its available seat miles were up 70 percent last year to 294.6 million and revenue passenger miles jumped 86 percent to 130.1 million. In December the carrier boarded 79,495 passengers compared to 32,257 in December of 1984.

* * *

NATIONAL BUSINESS AIRCRAFT ASSOCIATION and Business and Commercial Aviation magazine will present the first three sessions of a new seminar in March. Seminar leader Fred George of B/CA will discuss "Increasing Management Mobility Through Effective Flight Operations" on March 10 in White Plains, N.Y.; on March 12 in Dallas; and, March 14 in San Francisco. For details on locations and times, contact Ann Devers at NBAA at (202) 783-9000.

* * *

PSA INC. announced Friday the public offering of its 14 percent senior notes due Jan. 15, 1993. Net proceeds will be used to retire debt, redeem preferred stock and acquire aircraft from Pacific Southwest Airlines. The aircraft are to be leased back to the airline. E.F. Hutton acted as sole underwriter for the offering.

ACCIDENTS, FATALITIES, AND RATES U.S. AIR CARRIERS OPERATING UNDER 14 CFR 121

ALL NONSCHEDULED SERVICE (AIRLINES*) 1975–1985

	Accidents						Accident Rates					
							Per Million Aircraft Miles		Per 100,000 Aircraft Hours		Per 100,000 Departures	
Year	Total	Fatal	Fatalities	Aircraft Miles Flown #	Aircraft Hours Flown #	Departures #	Total	Fatal	Total	Fatal	Total	Fatal
1975	8	1	2	84,187,000	184,929	n/a	0.095	0.012	4.326	0.541	n/a	n/a
1976	2	0	0	99,294,000	218,953	88,502	0.020	0.	0.913	0.	2.260	0.
1977	5	2	577	106,383,000	240,834	108,340	0.047	0.019	2.076	0.830	4.615	1.846
1978	2	0	0	88,197,000	202,883	96,351	0.023	0.	0.986	0.	2.076	0.
1979	6	1	3	68,018,000	165,817	86,550	0.088	0.015	3.618	0.603	6.932	1.155
1980	4	1	1	107,931,000	269,890	126,425	0.037	0.009	1.482	0.371	3.164	0.791
1981	1	0	0	95,356,000	238,967	117,182	0.010	0.	0.418	0.	0.853	0.
1982	4	1	1	105,547,000	262,088	130,414	0.038	0.009	1.526	0.382	3.067	0.767
1983	2	0	0	114,017,000	281,555	133,161	0.018	0.	0.710	0.	1.502	0.
1984	4	0	0	127,464,000	320,251	147,838	0.031	0.	1.249	0.	2.706	0.
1985P	6	3	329	133,000,000	333,000	159,000	0.045	0.023	1.802	0.901	3.774	1.887

ALL SCHEDULED SERVICE (AIRLINES*) 1975–1985

	Accidents						Accident Rates					
							Per Million Aircraft Miles		Per 100,000 Aircraft Hours		Per 100,000 Departures	
Year	Total	Fatal	Fatalities	Aircraft Miles Flown #	Aircraft Hours Flown #	Departures #	Total	Fatal	Total	Fatal	Total	Fatal
1975	29	2	122	2,240,506,000	5,422,429	4,704,710	0.013	0.001	0.535	0.037	0.616	0.043
1976	21	2	38	2,319,997,000	5,587,776	4,832,664	0.009	0.001	0.376	0.036	0.435	0.041
1977	19	3	78	2,418,645,000	5,798,873	4,936,519	0.008	0.001	0.328	0.052	0.385	0.061
1978	20	5	160	2,520,165,000	6,031,743	5,015,939	0.008	0.002	0.332	0.083	0.399	0.100
1979	23	4	351	2,791,120,000	6,713,094	5,399,652	0.008	0.001	0.343	0.060	0.426	0.074
1980	15	0	0	2,816,303,000	6,797,578	5,352,927	0.005	0.	0.221	0.	0.280	0.
1981	25	4	4	2,703,219,000	6,571,288	5,211,867	0.009	0.001	0.380	0.061	0.480	0.077
1982	14	3	233	2,698,928,000	6,440,163	4,963,794	0.005	0.001	0.217	0.047	0.282	0.060
1983	23	4	15	2,808,566,000	6,649,009	5,033,906	0.008	0.001	0.346	0.060	0.457	0.079
1984	14	1	4	3,113,604,000	7,365,435	5,396,766	0.004	0.0003	0.190	0.014	0.259	0.019
1985P	18	4	197	3,298,000,000	7,831,000	5,637,000	0.005	0.001	0.230	0.051	0.319	0.071

P Preliminary data.

* Includes accidents involving deregulated all cargo air carriers and commerical operators of large aircraft when those accidents occurred during scheduled 14 CFR 121 operations.

\# Exposure data estimate source: RSPA

REGIONAL-COMMUTER CARRIERS TRAFFIC

11 Months 1985

	Passengers	% Change	Revenue Passenger Miles	% Change	Available Seat Miles	% Change	Load Factor 1985 %	1984
*Air Kentucky	82,666	-13.9	11,299,040	-10.1	30,093,195	-5.1	-	39.6
*Air Midwest	555,158	26.8	106,599,099	28.0	262,005,692	32.9	-	42.2
*Air Wisconsin	1,237,22[illegible]	-	219,686,877	-	515,704,100	-	-	-
Alpine Air	1,969	-	384,620	-	1,652,360	-	23.3	-
Aspen Airways	509,390	-	104,976,000	-	214,198,000	-	49.0	37.3
Atlantic Southeast	901,203	60.9	155,497,995	74.4	362,753,856	122.8	42.9	-
Atlantis Airlines	83,718	8.4	16,571,000	23.1	39,901,000	10.7	41.5	37.3
B.A.S. Airlines	7,663	-30.6	1,152,429	-30.5	2,082,848	-42.1	55.3	46.1
Big Sky	54,873	7.9	12,030,987	5.0	25,759,701	6.0	46.7	47.1
Brockway Air	305,082	-	54,823,345	-	137,103,280	-	40.0	-
CCAir	130,916	-	14,336,318	-	36,277,650	-	39.5	-
Cascade	313,868	-10.0	79,208,668	3.6	188,511,335	19.2	42.0	48.3
Chaparral	167,178	9.5	33,337,000	5.1	-	-	-	-
*Chautauqua Airlines	302,552	-	40,932,790	-	76,156,232	-	-	-
Christman Air System	32,719	5.2	5,104,175	-10.8	18,933,153	13.1	27.0	34.2
Comair	588,002	56.2	115,457,825	53.5	276,528,666	52.7	41.8	41.6
Command Airways	244,098	1.7	35,028,300	3.9	90,367,900	7.9	38.8	40.3
Crown Airways	244,062	26.4	19,363,717	22.2	42,357,360	24.1	45.7	46.4
Direct Air	3,489	46.4	506,548	52.9	1,817,560	39.9	27.9	25.5
Empire Airlines	1,197,745	21.0	266,100,457	20.1	651,740,899	27.1	40.8	43.2
Golden Pacific	23,376	15.0	2,581,440	7.9	8,791,312	5.4	29.4	28.7
Grand Canyon Airline	43,525	-	5,620,645	-	-	-	-	-
*Gull Air	161,182	-23.4	11,541,988	-16.9	-	-	-	51.1
Harbor Airlines	18,158	-	1,053,164	-	2,225,716	-	47.3	-
Henson Airlines	801,958	18.4	111,425,311	24.2	238,866,402	17.1	46.6	44.0
Horizon	860,821	24.1	181,677,884	32.2	360,851,511	33.3	50.3	50.8
Mesaba Airlines	119,225	-	25,687,280	-	62,083,129	-	41.4	-
Metro Airlines	1,016,491	33.4	190,563,822	57.6	338,647,261	46.4	56.3	52.3
Mid Pacific	1,245,465	-0.1	164,369,999	5.8	260,587,480	11.9	63.1	66.7
Midstate	320,757	-	71,440,000	-	-	-	-	-
Pacific Coast	116,433	-10.7	26,256,916	-	44,371,988	986.2	59.2	-
Penn. Commuter	449,574	4.4	51,660,775	2.6	98,123,962	3.5	52.6	53.1
Pilgrim Airlines	346,743	25.0	64,307,351	28.2	159,960,216	31.8	40.2	41.3
Pocono Airlines	197,432	11.1	26,883,759	14.7	49,944,394	12.0	53.8	52.6
Ransome Airlines	566,148	40.7	83,735,653	32.3	193,614,963	26.0	43.2	-
ResortAir	71,982	-	10,836,395	-	28,267,864	-	38.3	-
Royal Hawaiian	187,164	1.3	14,302,471	-4.2	31,386,021	-5.7	45.6	44.8
Royale Airlines	380,097	3.0	69,617,134	-3.8	150,009,657	-29.6	46.4	34.0
Scenic	88,657	-3.4	15,961,260	-3.5	22,584,420	3.6	70.7	75.9
Sky West/Sun Aire	639,425	-	99,152,919	-	215,269,530	-	46.1	-
Suburban Airlines	362,276	13.4	38,637,102	33.2	87,069,804	29.7	44.4	43.2
*Sunaire	69,135	-	7,420,178	-	-	-	-	-
*Trans Air	125,595	-	20,346,694	-	39,662,206	-	-	-
Valley Airline	6,204	-8.0	1,212,503	-5.2	3,183,183	-2.1	38.1	39.4
*Wings West	319,182	-4.4	52,462,805	24.9	111,072,522	52.2	-	-

* January - October only.